What Is Claimed Is:

1. A belt-type continuously variable transmission system for use in a vehicle,

the system having: a belt-type continuously variable transmission provided with a drive pulley and a driven pulley each having a fixed disk and a movable disk disposed opposing the fixed disk to form a V-shaped pulley groove, the width of each pulley groove being variable in accordance with oil pressure applied to the movable disks, a V-belt being fitted into each pulley groove and wound around the drive pulley and driven pulley, and a gear ratio being set in accordance with the width of the pulley groove in the drive pulley and driven pulley;

an oil pressure supply device for supplying oil pressure to each movable disk; and

a clutch for controlling the transmission of torque from an engine of the vehicle to the drive pulley;

the belt-type continuously variable transmission comprising:

a first spring for applying an urging force to the movable disk of the drive pulley to urge the movable disk to the corresponding fixed disk side; and

a second spring for applying an urging force to the movable disk of the driven pulley to urge the movable disk to the corresponding fixed disk side,

wherein the first spring sets the pulley width of the drive pulley and the second spring sets the pulley width of the driven pulley when the oil pressure supply device is inoperative.

2. The belt-type continuously variable transmission system as defined in Claim 1, wherein a ratio of a spring constant of the first spring and a spring constant of the second spring is set such that when the oil pressure supply device is inoperative, an offset between a median plane of the pulley groove in the drive pulley and a median plane of the pulley groove in the driven pulley is substantially zero.

3. The belt-type continuously variable transmission system as defined in Claim 1, wherein, when the oil pressure supply device is inoperative, the first spring and second spring set the gear ratio to be higher than a gear ratio which is set only by the second spring.

4. The belt-type continuously variable transmission system as defined in Claim 1, wherein the oil pressure supply device comprises an oil pump and an oil pressure control unit.

5. A belt-type continuously variable transmission system for use in a vehicle,

the system having: a belt-type continuously variable transmission provided with a drive pulley and a driven pulley each having a fixed disk and

a movable disk disposed opposing the fixed disk to form a V-shaped pulley groove, the width of each pulley groove being variable in accordance with oil pressure applied to the movable disks, a V-belt being fitted into each pulley groove and wound around the drive pulley and driven pulley, and a gear ratio being set in accordance with the width of the pulley groove in the drive pulley and driven pulley;

an oil pressure supply device for supplying oil pressure to each movable disk; and

a clutch for controlling the transmission of torque from an engine of the vehicle to the drive pulley;

the belt-type continuously variable transmission comprising:

first urging means for applying an urging force to the movable disk of the drive pulley to urge the movable disk to the corresponding fixed disk side; and

second urging means for applying an urging force to the movable disk of the driven pulley to urge the movable disk to the corresponding fixed disk side,

wherein the first urging means sets the pulley width of the drive pulley and the second urging means sets the pulley width of the driven pulley when the oil pressure supply device is inoperative.